

ROYAL NAVAL DIVISION.
FRENCH SCHOOL BUILDING.
THE ADMIRALTY has given
Official permission for raising a
Battalion of 1,000 men, which will be
entirely composed of Chinese, and will
be trained in the same manner as the
British Army.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
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by insuring with
ALEX. ROSS & Co., against
FIRE, MARINE, MOTOR CAR
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No. 18,152.

號二十五百一千八百一第

日十二月六年辰丙

HONGKONG, THURSDAY, JULY 1915.

三拜禮

號九十月七年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE
July 21st—Europe (via Siberia), per
s.s. EMERALD OF JAPAN.
TO DEPART
July 20th—Straits, Colombo, Durban,
Cape Town and London, at
11 a.m., per s.s. MISHIMA
MARU.
July 21st—Europe (via Siberia), at 11
a.m., per s.s. TENYO MARU.
July 21st—Shanghai, North China,
Japan (via Nagasaki, Hon-
shu, Canada, United States,
and South America) via San
Francisco, at 11 a.m., per s.s.
TENYO MARU.
July 26th—Europe (via Siberia), at 10.30
a.m., per s.s. EMERALD OF
JAPAN.
July 26th—Shanghai, North China,
Japan (via Nagasaki, Vic-
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States, South America, and
United Kingdom) via Cana-
da, at 10.30 a.m., per s.s.
EMERALD OF JAPAN.
July 28th—Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per s.s.
NANKIN.

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Siam, etc., see the Post Office Notice
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
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SHEWAN TOMES & Co.,
General Managers.
Hongkong, 6th December, 1914. 863

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**SMOKELESS POWDER and CHILLED
SHOT.** From No. 10 to 55SG, at 36, 37 and
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Inspection invited.

WM. SCHMIDT & Co.

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19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1210.
Hongkong, 4th February, 1915. 888

PEAK TRAMWAY COMPANY. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " to 10.00 " " " 10 "
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NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.
(British Section).

THE PUBLIC IS HEREBY NOTIFIED that, commencing on SATURDAY, 22nd instant, and on each succeeding Saturday until further notice, Tickets will not be supplied on the Train leaving Kowloon at 1.25 P.M.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, 19th July, 1916. [925]

IN THE MATTER of the Estate of WALTER DOUGLAS GRAHAM, late of Victoria, in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has made an Order limiting the time for sending in Claims to or against the above Estate to the 18th day of August, 1916. Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 19th day of July, 1916.
WILKINSON & CRIST,
Solicitors for the Executor,
9, Queen's Road Central,
Hongkong. [926]

IN THE MATTER of the Estate of ELIZABETH GRAHAM, late of Victoria, in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has made an Order limiting the time for sending in Claims to or against the above Estate to the 18th day of August, 1916. Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 19th day of July, 1916.
WILKINSON & CRIST,
Solicitors for the Administrator,
9, Queen's Road Central,
Hongkong. [927]

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the wharves of the Hongkong and Kowloon Wharves and Godowns Co., Ltd., whence and from whence consignees are to be advised of the Goods here left the Godowns, and all Goods remaining on board after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized. All claims, claims and damaged Goods to be left in the Godowns, where they will be stored on the 25th inst. at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GILB. LIVINGSTON & Co.
Agents.
Hongkong, 19th July, 1916. [928]

PUBLIC AUCTION.

Messrs. HUGHES & HUGH have received instructions to sell by Public Auction.

On FRIDAY, the 25th day of July, 1916, at 3 o'clock in the afternoon at their Sale Rooms, Ice House Street, Victoria, Hongkong.

The following very desirable residential Property at the Peak:

situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.

Being RURAL BUILDING LOT No. 78, and known by the name of "TREYBRYN."

The property is held under Crown Lease and contains an area of 44,904 square feet. For particulars and conditions of sale apply to—

Messrs. HASTINGS & HASTINGS,
Vendors' Solicitors,
No. 8, Des Vaux Road Central,
or to
Messrs. HUGHES & HUGH,
The Auctioneers.
Hongkong, 16th July, 1916. [929]

WANTED.

POSITION by ENGINEER (Englishman), just arrived in Colony. Locomotive, mechanical, Marine. Chief's B.O.T. certificate. Experienced in Installation, Repairs, and Operation of all classes of Machinery, including Steam Turbines, 2 years' Superintendent Machine Shop. Exceptional references.

Reply—
Care of "Daily Press" Office.
Hongkong, 18th July, 1916. [930]

FOR SALE.

RUBBER TEA, AND COFFEE Concessions in Sumatra and Java, about 2,000 acres each concession, healthy climate, and guaranteed good prospects.

For further particulars write to—
J. O. FEENSTRA,
4, Telegraph Street,
Singapore, Straits Settlements. [931]

FOR SALE.

ONE 104 H.P. "TORNBY" ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.

Also ONE SWITCHBOARD for ACUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.

For further particulars apply to—
LINTAS & DAVIS,
Alexandra Buildings
[934]

INTIMATIONS

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on FRIDAY, 21st July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 14th July, to FRIDAY, the 21st July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 7th July, 1916. [880]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND OF THREE and HALF DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1916. [885]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE DIRECTORS of the above Company have recommended an INTERIM DIVIDEND of 3% (equal to 3/- per share) on the Preferred Ordinary Shares and 10% (equal to 10/- per share) on the Deferred Ordinary Shares, calculated at the rate of 2 1/2 p. per Dollar.

DIVIDENDS are free of Income-Tax for those Shareholders in the Colonial Register, and will be Payable on and after FRIDAY, the 11th August, 1916, at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 3rd, to THURSDAY, the 10th August, 1916, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 17th July, 1916. [916]

HONGKONG TRAMWAY COMPANY, LIMITED

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND at the Rate of 7 per cent. for the Half-Year ended 30th June, 1916, has been declared. The Dividend will be Payable on and after WEDNESDAY, the 13th day of September, 1916, to Shareholders on the Register on MONDAY, the 3rd day of July, 1916, and will be paid to Shareholders on the Colonial (Hongkong) Register on exchange of 2 1/2 p. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 17th July, 1916. [917]

G. R.

NOTICE.

REGISTRATION OF PERSONS ORDINANCE 1915.

ALL Persons not exempted who remain in the Colony for more than one week are required to register themselves at the Office of the CAPTAIN SUPERINTENDENT of Police.

(a) In the case of Residents in the Colony, before July 25th, 1916.

(b) In the case of new arrivals, within one week of arrival.

The following are exempted—

(1) Members of His Majesty's Regular Naval and Military Forces.

(2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.

(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.

(4) Consular Officers of Foreign States.

(5) The wives and daughters of persons included in any of the 4 clauses specified above.

(6) Persons of Chinese Race.

(7) Persons not exceeding 16 years of age. Forms of registration, giving the particulars required may be obtained at the Enquiry Office G.P.O. Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this Ordinance is a fine not exceeding \$50.

Captain Superintendent of Police
Hongkong, 23rd June, 1916. [874]

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENCE AT THE OUTPORTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance.

\$15 per annum. Postage

\$3 to any part of

the World.

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—

WILKINSON & CRIST.
[891]

TO LET.

A TWO-STORIED EUROPEAN HOUSE at No. 13, Kennedy Road East; Consisting of Four Rooms with Bathrooms and Out-houses Complete.

Apply—
YOUNG HEE,
10, Des Vaux Road Central.
[836]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
[885]

TO LET.

From 1st May,
OFFICES, 2nd Floor, St. George's Building.
Apply to—

SHEWAN, TOMES & Co.
[818]

TO LET.

"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.

Apply—
M. J. D. STEPHENS,
18, Bank Buildings.
[860]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road.
[811]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[823]

TO LET.

NO. 2, DES VAUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHU, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—
DAVID SASSOON & Co., Ltd.
[415]

TO LET.

OFFICES in Prince's Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.
[872]

TO LET.

OFFICES at 2, Connaught Road, in King's Buildings.

HOUSE in CLIFTON GARDENS, Connaught Road.
Nos. 1, and 2, WEST END TERRACE, CANTON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[32]

TO LET.

TWO ROOMED FLATS in Nathan Road Kowloon.

THREE ROOMED FLATS in Humphrey's Building, Kowloon.

FOUR ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three boarders at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCIAL Co., Ltd.
Alexandra Buildings
[692]

BOARD AND RESIDENCE.

BEAUTIFUL SITUATION. Every convenience.

Apply—
SELECT,
Care of "Daily Press" Office.
[933]

FORTHCOMING EVENTS.

TO-NIGHT

9.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal—"A Country Girl."

9.15 p.m.—"The Palisade," at Kowloon.

TO-MORROW

9.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal—"The Man Who Stayed at Home."

Saturday, 22nd July—
9 p.m.—Night Feast at the V.R.C.

INTIMATION

WATSON'S

E

OLD

BROWN
BRANDY

THE

PEG O' MY HEART.

A. S. WATSON &
CO., LTD.,

WINE AND SPIRIT MERCHANTS

HONGKONG.

TELEPHONE 616.

Hongkong Office: 10A, Des Vaux Road, C.
London Office: 181, Fleet Street, E.C.

The Daily Press.

Hongkong, 20th July, 1916.

CHINA'S EDUCATIONAL CODE.

THE Peking Government has recently issued what may, perhaps, be styled an Educational Code—a series of regulations intended to govern the whole scholastic system of the land. Its compilation must have involved considerable labour, for it comprises eighty-eight articles, with very numerous sub-sections, and gives careful attention to all the minutiae that are always so dear to Chinese draftsmen. The regulations treat fully, in sixteen articles, of the conditions under which a book will be recognized as suitable for use in schools; twelve articles are devoted to the important subject of the conferring and wearing of school medals; and it is even laid down in what form the local educational committees shall conduct their correspondence with the District Magistrates.

Perhaps the most important subject dealt with is the conditions under which persons will be recognized as competent to teach in primary or secondary schools. Even more important than that, however, is a subject that is not directly dealt with at all—that of the establishment of an adequate number of schools throughout the country and of enforcing attendance at them. We are told that the educational committees have to report to the District Magistrate on "ascertaining and registering the names of children up to school age and their compulsion or exemption" and on the "establishment of district public schools and other educational measures," but, in the absence of any information as to the principles that decide the question of compulsion or exemption and of any indication as to where the funds are to come from to put into force the committee's recommendations for the establishment of district public schools, all this does not carry us very much further. It may be argued that it is useless compelling

children to go to school when there is no school building for them to attend, and that it would be equally absurd to erect a schoolhouse and fill it with children if there were no teachers available. We venture, however, to think that if the profession were made properly remunerative it would be found that there were available more prospective teachers than there were classes for them to teach, while any District Magistrate who was eager for educational progress would find very little difficulty in placing a temple or some similar edifice at the disposal of the school. The institution of a proper supply of teachers is, of course, quite as important as the compulsory attendance of scholars, or, rather, the two matters should be correlated. If we have given precedence to the latter need it is only because while a supply of scholars would inevitably evoke a supply of teachers the reverse is by no means true. The Ministry of Education has undoubtedly taken a step in the right direction in instituting machinery for weeding out incompetent teachers; the low standard of education in China, even in the so-called High Schools and Universities, is lamentable, and it is only by insisting rigidly on proper qualifications in the teachers that it will be possible to raise the standard. The Regulations—we are assuming that they are to be put into effect, though we realize that there is no apparent reason for this conclusion—provide briefly that persons who have graduated at a normal school are *ipso facto* qualified; those who have not so graduated have to be passed by an Educational Commission which sits in each administrative area, and may, according to their previous experience and qualifications, pass candidates with or without examination. Where an examination is held, in addition to the written papers there may also be a *visa voce* test, and a certain amount of actual demonstration is also required, the standard of marks for a pass being 60 per cent. All this is in itself excellent, and could only result in raising the level of China's schools. We should like to know, though, what rate of salary is to be paid to the persons who are selected by this rigorous test, and whether there exist funds sufficient to pay them adequately. It is obvious that all these tests fall to the ground if the prospect of salary is so meagre that the only persons who come up for examination are those who can find nothing better to do. Lack of compulsion, lack of teachers, and lack of funds—these are the three great obstacles to China's educational progress with which the Ministry of Education has to deal. There is another, and greater difficulty which, we fear, it cannot tackle—the language. Learning to read and write the Chinese ideographs consumes an inordinate proportion of a schoolboy's time and delays his education, so that China must always be more or less backward in this respect until she takes serious measures to simplify and modernize her language.

A mail for Europe via Siberia closes to-morrow at 11 A.M.

The proposed issue of a Municipal currency is being discussed in Shanghai.

Tiffin will not be served on the train leaving Kowloon at 1.25 p.m. on and after Saturday next.

A Chinese was sentenced at the Hongkong Magistracy yesterday to three months' hard labour for assaulting a Chinese constable.

When charged with stealing a pair of trousers from another coolie a Chinese gave the excuse that he was hungry and wanted to sell the trousers in order to buy food. He got 40 cents over the deal. For this little escapade the coolie was sentenced at the Hongkong Police Court to fourteen days' imprisonment with hard labour.

On Tuesday evening the Fire Brigade received a call to the late German Bank, a volume of smoke having been noticed issuing from the basement, where certain chemicals are stored. Upon arrival the brigade found the fumes very pungent, and a fireman had to don a smoke helmet before entering the building. It was then discovered that a bottle of sulphuric acid had exploded, and this had resulted in a quantity of talboids being set smouldering. The brigade played the hose on the chemicals, and very little damage was done beyond that occasioned by the water.

Owing to the threatening weather last evening the "Band Night" at the Palisade in Kowloon had to be postponed till this evening.

It is understood that there are now in Shanghai some 300 members of Parliament (says the N.C. Daily News of the 15th inst.), and arrangements are being made for the departure of the entire body for Peking next week, or the following week. According to a recent mandate, Parliament opens on August 1st.

When in Belcher Street a Chinese hawk put down his basket in order to go into a shop. Upon leaving the shop he saw a Chinese youth running away with his money-box, which was full of cash. At the Hongkong Police Court yesterday the lad was ordered to pay a fine of \$10, his employer having come forward to give him a good character.

In his report for June the Health Officer of Shanghai says: "The exceptional prevalence of rabies among dogs noted during the previous month continued almost unabated. Twenty-eight persons came to the Health Office after being bitten by dogs, five of which were found to be rabid. Fourteen persons underwent the Pasteur treatment, as a result of which no deaths from hydrophobia have been reported."

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of \$3,000 to the funds for the extension of the Netherland Hospital, being part proceeds of Theatrical Entertainments organized by Mr. Chan Kang Ue and the Chinese Community. The Treasurer also acknowledges with thanks the following donations to the funds of the hospitals:—Bankers' Guild, \$125; Foreign Goods Export Guild, \$80.

MISSING WITNESSES.

KIDNAPPER SENTENCED AT HONGKONG CRIMINAL SESSIONS.

The case in which a Chinese named Wong Pak was charged with kidnapping a child at Yau-mai was concluded at the Hongkong Criminal Sessions yesterday. When the case had proceeded for a short period on Tuesday it was discovered that the four witnesses who had stated at a previous hearing that the accused was the man whom they saw with the child were missing, and the case was adjourned to allow the police to search for these witnesses.

When the case opened yesterday the Crown Solicitor (Mr. G. H. Wakeham) said that the police had failed to find the four witnesses, and they therefore proposed to be asked to be allowed to read over the evidence of the missing witnesses to the jury, under section 29 of the Evidence Ordinance. The Crown Solicitor intimated that the usual procedure had been taken with regard to the witnesses. They had been bound over at the Police Court to appear, but they had not been subpoenaed, as they could not be found.

Inspector Sim said that after the case had been adjourned the previous day he instituted a search for the missing witnesses, but no trace could be found of them.

The Crown Solicitor then read over the evidence given by these witnesses at the Police Court hearing, and the jury subsequently returned a verdict of guilty by five to two.

Prisoner, in a long statement, said he was asked by one of the missing witnesses to say the child was his. He refused to do this, and afterwards he was arrested at a tea-house. That was all he knew about it. He had had some trouble with them before, and that was why they had laid a false charge against him. If the men believed that, why did they not attend and tell the tale to the jury? They were afraid; that was why.

His lordship said this was a very pertinent question. If their story was true, why did they not come here? In criminal proceedings it was valuable to watch the facial expression of witnesses, and their general demeanour.

Two previous convictions for larceny were proved, and the prisoner was sentenced to five years' imprisonment with hard labour.

THE WAR.

DARDANELLES AND MESOPOTAMIA PAPERS.

MR. ASQUITH'S STATEMENT.

ANTI-HOLIDAY CRUSADE IN ENGLAND.

CONTINUOUS SUPPLY OF AMMUNITION VITAL.

BRITISH PRO-WAR TRADE POLICY.

IMPORTANT QUESTIONS TO BE CONSIDERED.

CASEMENT APPEAL DECISION.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH STILL PROGRESSING. MORE PRISONERS AND GUNS CAPTURED.

LONDON, July 18th.

General Sir Douglas Haig reports: "Mist and incessant rain have interfered with the operations on the Somme, but north of Ovillers we made substantial progress last night on a front of 1,000 yards, driving the enemy out of strongly-defended positions, capturing prisoners and six machine-guns. We also successfully raided trenches near Wytschaete."

HEAVY FIGHTING.

General Sir Douglas Haig, in a *communiqué*, states:—"The Germans are attacking our positions in the vicinity of Longueval and Delville Wood. Heavy fighting is proceeding."

HARD FIGHTING ON FRENCH FRONT.

ENEMY EVERYWHERE REPULSED.

PARIS, July 18th.

A *communiqué* states:—"The Germans delivered a night attack between Biaches and La Maisonette, but, despite repeated attempts, costing them heavy losses, they failed to gain La Maisonette. Parties of the enemy crept along the Canal into the eastern part of Biaches, where fighting continues."

LATER.

A *communiqué* states:—"South of the Somme the enemy renewed their attack at La Maisonette. We expelled the Germans from a few houses which were held by them at Biaches."

Belgians raided a trench northward of Dixmude, killing most of the occupants and imprisoning the remainder."

VERDUN FIGHTING.

PARIS, July 18th.

An enemy *coup de main* at Hill 301 collapsed under our fire. There have been grenade attacks at La Chapelle, Sainte Eme, and west of Meuse, but the enemy was everywhere repulsed. There has been lively artillery firing at La Louette and Chenois."

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN PROGRESS CONTINUED.

ROME, July 18th.

A *communiqué* records continued progress at Pasubio and Posina Astico, despite a vigorous resistance by the enemy."

AFRICA.

[THROUGH REUTER'S AGENCY.]

BELGIAN VICTORY IN EAST AFRICA.

LONDON, July 18th.

The Belgians have defeated an enemy force to the south-west of Lake Victoria, capturing seventeen Europeans, many natives and a large quantity of booty."

The German losses were severe, and the remnant of the escaping enemy is being pursued southward."

[THROUGH REUTER'S AGENCY.]

STEAMERS SUNK.

LONDON, July 18th.

The steamer *Euphorbia* (British) and *Sirra* (Italian) have been sunk."

The British steamer *Virginia* and three smacks have been torpedoed."

The Captain of the *Virginia* and 47 men, including six wounded lascars, have landed at Malta. The Chief Officer is missing, and one lascar was killed."

THE JUTLAND BATTLE.

NEW ZEALAND'S SYMPATHY.

LONDON, July 18th.

New Zealand has subscribed £44,000 on behalf of the dependents of those killed in the Jutland battle."

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE LATEST PEACE MOVE.

LONDON, July 18th.

The *Morning Post* correspondent at Bucharest says that the popular leader, Count Karoliti, has resigned the Chairmanship of the Independence Party, and is forming a new party to demand immediate peace."

IRISH PRISONERS RELEASED.

LONDON, July 18th.

Irish prisoners to the number of 1,174, who have been able to establish that they had no complicity with the rebellion, have been released."

NO HOLIDAYS.

WORKERS' HEARTY CO-OPERATION WITH THE ARMY.

LONDON, July 18th.

At the National Conference of Trades Unionists in London it was decided to postpone all holidays till the end of the war."

LETTER FROM GENERAL HAIG.

The following letter was read from General Sir Douglas Haig appealing to the munition workers to support the Army:—

"Two idle days would possibly add many months to the war. The pressure against the enemy must not for a moment be relaxed. The troops are eager to maintain it, but a continuous supply of ammunition is vital. I am sure this appeal will not be in vain. Let the whole nation forgo its holidays till the goal is reached; a speedy and decisive victory will then be ours."

The Conference unanimously agreed to send a message assuring General Haig that the supply of munitions would not only be maintained but increased in every possible way."

The Hon. E. Montagu, the new Minister of Munitions, assured the Conference that the workers would not suffer."

The Trades Union Congress have decided to send the aforementioned resolution to all the Allied Commanders, showing the spirit of the British workmen."

WAR WORKERS' REGISTER.

LONDON, July 18th.

Mr. Herbert Samuel to-morrow will move that the Select Committee consider the desirability of preparing a new Register, including the representation of those engaged in war work and conducting their election on it during the war."

There is some speculation regarding the audience General Willocks had with His Majesty the King yesterday."

SIGNIFICANT AUDIENCE.

LONDON, July 18th.

There is some speculation regarding the audience General Willocks had with His Majesty the King yesterday."

CONSCIENTIOUS OBJECTORS AND I.C.S.

LONDON, July 18th.

In the House of Commons, in reply to Mr. P. Snowden, Mr. Austen Chamberlain said that the regulation prohibiting conscientious objectors from entering the examination for the Indian Civil Service was made under section 97 of the Government of India Act, 1915. It was justified because any person having moral objections to the use of force by the State in any circumstances could not perform all the duties which were required of Indian Civil Servants, who were responsible for the maintenance of order."

[THROUGH REUTER'S AGENCY.]

DARDANELLES AND MESOPOTAMIA.

STATEMENT BY MR. ASQUITH.

LONDON, July 18th.

In the House of Commons, Mr. Asquith stated that the Dardanelles Papers could not be published at present, except in completely, and the War Council were unanimously of the opinion that their publication would assist the enemy."

Every step in Mesopotamia had been taken on the consentient advice of the military authorities. As regards the conduct of the campaign, undoubtedly there had been incidents which had aroused anxiety and doubt as to whether the best means had been adopted to secure the end in view. Mr. Asquith added that the Commission of Inquiry into the medical arrangements in Mesopotamia had reported that when they left everything possible was being done. The Government was also satisfied that the imperfections in the transport arrangements were being remedied. He suggested a discussion of the subject on Thursday."

Mr. Asquith continued:—"The Army Council were strongly opposed to the publication of the Mesopotamia papers, as these would furnish the enemy with valuable information, and the General Staff were of the opinion that their publication would prejudice the success of the operations now proceeding."

Mr. Asquith emphasised that the political considerations regarding Mesopotamia. He declared that the Government were convinced that the transport difficulties would soon completely disappear, as far as local conditions permitted."

In the House of Lords Earl Cromer made a similar statement."

Sir Edward Carson undertook to frame a motion for a discussion on Thursday."

The discussion was fixed for Thursday."

Thursday's debate in the House of Commons will be on a motion by Sir Edward Carson for the appointment of a Select Committee to inquire into the operations in the Dardanelles, at Gallipoli, and in Mesopotamia."

The Liberal War Group have placed on the table a resolution with reference to the inadequacy of the transport and medical arrangements in Mesopotamia, which is tantamount to a vote of censure. They have also decided to support Sir Edward Carson's motion."

ENEMY FIRMS IN INDIA.

LONDON, July 18th.

In the House of Lords, Lord Sydenham asked whether the firm of Schroeder & Schmitt, of Bombay, which was closed, was still dealing in manganese ore under the name of Ettlinger & Company, of which it was an adjunct."

Lord Islington replied that since his previous speech he had found that Ettlinger & Company before the war had had close relations with a firm in Frankfurt. Orders had been issued terminating the firm's trade in India."

In order to secure complete power over such firms the Raj was issuing two new Ordinances, one empowering the Raj to prohibit and restrict imports in any way the Raj sees fit, and the second closely following the British Trading with the Enemy Act. The Raj long ago had prevented hostile firms conducting business in India for the benefit of enemy interests, but for the purpose of determining what was a hostile firm it was necessary to decide whether a firm whose business was carried on before the war for the benefit of the enemy interests was likely to be resumed on similar lines after the war. This gave the Raj power to close down firms which were now closed down but were preparing to resume business after the war."

Lord Sydenham expressed his approval of the Ordinances."

[THROUGH REUTER'S AGENCY.]

CASEMENT'S APPEAL DISMISSED.

LONDON, July 18th.

The Court of Criminal Appeal has dismissed the appeal of Roger Casement. The Attorney-General was not called."

The Court held that adherence to the King's enemies without the realm constituted treason in the same way as within the realm. Subjects owed allegiance wherever they were."

A later message states that the Casement case may be taken to the House of Lords."

[Casement was found guilty of high treason at the High Court in London on June 19th.—Ed.]

PRO-WAR INDUSTRIAL POLICY.

LONDON, July 18th.

Mr. Asquith has appointed a Committee of seventeen to consider the commercial and industry policy to be adopted after the war, with reference to the conclusions of the Economic Conference of the Allies, and the following questions:—(1) The steps to maintain and establish industries essential for the safety of the nation. (2) The steps to be taken to recover the home and foreign trade lost during the war, and to secure new markets."

The last question means the development of the resources of the Empire, and preventing the sources of supply within the Empire falling under foreign control."

Lord Balfour of Burleigh is the Chairman of the Committee, which include Mr. A. J. Balfour, Mr. Harry Gosling (Labour), Sir Henry Birkenhead, and Professor A. S. Hewins."

HIS MAJESTY'S ADMIRATION.

LONDON, July 18th.

His Majesty the King has telegraphed to General Sir Douglas Haig his admiration of the continued successful advance of the troops, and also conveyed the King's congratulations."

General Haig replied, conveying the Army's thanks for Their Majesties' gracious appreciations."

THE BANDMAN OPERA AND COMEDY COMPANY.

"OH, I SAY!"

There was plenty of amusement in "Oh, I say!" which was presented at the Theatre Royal by the Bandman Opera and Comedy Co., last evening. It is difficult, however, to understand the reason for the title unless it is the ejaculation which a "conscientious objector" or a maiden aunt might be presumed likely to make, at frequent intervals, as the "plot" is unfolded. The piece is described as a farcical comedy, but it often develops into farce and, occasionally, into very broad farce indeed. A marriage ceremony, with which the first act opens, is complicated by the arrival of a well-known actress, a former fiancée of the bridegroom. There are all the usual subterfuges to prevent the bride from becoming acquainted with "the other lady," and the situations in which the bridegroom finds himself become increasingly embarrassing during the honeymoon trip to Paris. The lady who has, at all costs, to be avoided is, of course, always hovering upon the scene, and the "gay old dog" of a father-in-law and the stout and deluded mother-in-law are also continually putting in an appearance when least expected. Some of the dialogue was, perhaps, not quite in the best taste, but, apart from this, no further criticism need be offered."

Mr. Compton Courtis as Marcel Durosel, the bridegroom, was the life and soul of the piece. He had a tremendous amount of work thrown upon his shoulders to extricate himself from the most unfortunate positions in which he found himself, but he was only allowed "a minute in which to explain." Mr. Johnnie Osborne was the "father-in-law," and these two very capable actors were chiefly responsible for the success of the entertainment."

To-night "A County Girl" will be given."

NEW LIMBS FOR OLD.

SURGERY MIRACLES.

[BY A PHYSICIAN.]

The most terrible aftermath of former wars has always been the thousands of permanently crippled and deformed men who, although they have escaped with their lives, nevertheless are doomed to carry with them to the end of their days the lasting effects of wounds received in battle. Thanks to the indefatigable energy and resource of the modern surgeon, there are already many signs that after this, the greatest and most sanguinary of all wars, the percentage of irreparable deformities is to be reduced to what even a decade ago would have been considered an impossible minimum."

Experience has shown that the great proportion of serious while not fatal wounds are received in the arms or legs. Naturally, therefore, it is in these regions that what may be called "reconstructional surgery" finds its greatest scope. A recent article in the *Practitioner* by Lieut.-Colonel Openshaw on the prevention of amputations shows by its very title how far we have advanced from the not very distant day when the military surgeon's chief duty was the immediate amputation of shattered limbs, which, if not treated in this terribly radical manner, too often cost their lives. "Whereas twenty-five of thirty years ago," writes Colonel Openshaw, "I used to do one excision at the hip joint every week of my life, I have during the last ten years practically never excised one. The number of amputations in peace times, owing to septic surgery and the advances of radical knowledge, has considerably decreased, in fact practically vanished."

But in war time, and particularly in his war, the number of limbs cut off is radically large. This is unavoidable owing to the conditions in which the wounded have to be treated, and thus the necessity has arisen for supplying very large numbers of men with artificial limbs. For British wounded soldiers about 3,500 artificial limbs have been required up to the present. At Queen Mary's Hospital for the Limbs, Southampton, 800 limbs have been supplied, while 1,900 are waiting to be fitted. So perfectly constructed are these legs, arms, and hands that the wearers can often perform all the operations of daily life and even do useful work."

"The main requirements are strength and lightness. The science of artificial limb-making at the present day has become well-nigh perfect. The artificial leg must be sufficiently strong to stand as wear and tear of a working man's life. It must be simple and not constantly requiring repairs. A gentleman with both legs artificial has been wearing his present pair for eleven years."

"DO PRACTICALLY ANYTHING."

The range of usefulness of the hand will depend very largely on the amount of the natural limb that the operator has been able to preserve. If the carpus (small bones of the wrist) is left an artificial hand can be fitted allowing very considerable movement. If the limb has been amputated at the wrist joint the artificial hand may be pronated and supinated—that is, turned with the palm downward or upward. When the operation has to be performed in the forearm men do exceedingly well with an artificial arm with a ring or hook at the end. But it is when the arm is cut off from a point not far from the shoulder that the perfection that has been reached in the construction of artificial limbs is seen. With what is known as a Carnes arm "the wearer can open and close the fingers, can pick up a sixpenny piece, shake hands, write, raise his hat, carry a book, strike a match, and do practically anything."

But what is to be done for a man, such as the German officer who came under Colonel Openshaw's care at Beaumont, with the complete loss of both arms from the shoulder joint? One arm amputated at the shoulder is bad enough, but when both arms are off the man is practically incapacitated and is dependent upon other people for everything. No Carnes arm is any use unless the patient has at least four and a half inches of the bone left. By a series of operations this unlucky German's shoulders are being prepared for the reception of pieces of bone to which the artificial arms will be attached, and Colonel Openshaw hopes, in about five months' time, to fit a Carnes arm which will enable the patient to perform all the actions enumerated above."

Sir Arbuthnot Lane, in a recent article on "The Operative Treatment of Fractures in War Time," describes a new method by which the shortening of limbs after wounds in which the bone is badly broken up can be entirely prevented. This shortening has heretofore been the rule, in such cases, with consequent serious disability to the patient."

Some months after the beginning of the war Sir Arbuthnot noted the large number of cases of fracture of the femur (the thigh bone) in which the wounds had healed with great shortening of the limb. Most of these limbs were perfectly useless for any form of military service."

LATE NO MORE.

Some new method had to be found to restore these shortened and deformed femurs to their normal length. Sir Arbuthnot worked out such a method, and describes a number of cases in which it has been used with striking results."

The method, although too technical for description here, can readily be grasped by any surgeon. The point for emphasis here is the remarkable results attained. The first case quoted was a prisoner, captured by the German, who had been sent back to England since they had considered that he was a helpless cripple and unfit for any form of military service. His femur had been broken by a rifle bullet on October 31st, 1914. The limb was four and a half inches shorter than its fellow. He was operated on in King Edward's Hospital on March 27th, 1915. The operation, after certain manipulations, was able to place the ends of the fragments in accurate apposition and to restore the femur to its original length, form and function. Here is a striking instance of a man who a decade ago would have been condemned to lifelong serious lameness restored by modern surgery to what is practically his normal condition.—*Daily Mail*.

A TUNNEL ATTACK.

[DESCRIBED BY "TUNNELER".]

For several days the tunnellers had been busy day and night putting in the charge of explosive to blow the mine. It was no small undertaking, for the gallery in which it was laid was over a hundred yards from the shaft or outlet and only measured about 30ft. high by 30in. wide.

All the explosive had to be carried very carefully and placed in position, and the Boches were working so very close to us that it was imperative to make no noise or the whole business would be given away.

After the explosive a quantity of "stomping," consisting of sandbags well filled with clay and rubbish, had to be built up to prevent the forcing of the explosion following the line of least resistance and simply expending its force along our own gallery and probably damaging our own lines.

This particular mine was so close to the German trenches that you could hear their riflebolts click as they unloaded after firing. Moreover, with a view to blowing a ready-made communication trench the mine was so close to the surface that the concussion from the explosion of even the lighter shells from our guns falling short and anywhere near us put all the candles out.

One of the greatest difficulties connected with these operations is to ventilate the galleries and avoid the noise made by mechanical ventilators or fans, and, as the "stomping" has to be passed from hand to hand to ensure quiet, the number of men necessary in a gallery a hundred yards long is so considerable that the air is rarely good enough to allow a candle to burn.

In this instance we were also without electric lamps, and the work had to be done almost entirely in the dark—at any rate, during the last twenty-four hours. The infantry attack was timed to begin at 4.30 a.m., and the mine had to be exploded at 4.29 a.m., so that the infantry might rush forward under cover of the smoke from the explosion.

In these circumstances it was very important to have our watches set to the exact time of the Brigade Headquarters so that there would be no confusion and that our infantry might not start too early and be blown up by our own mines. The strain of the last few minutes waiting for the exact moment to come was very trying. The seconds seemed to pass like hours.

However, we had just "one difficulty on top of another" to contend with, and it was 4.29 a.m. before we were actually ready to fire. So that we had only four minutes to spare.

At this time it was simply raining shells and trench mortars all around, and in the darkness before dawn the vivid flashes of our own guns, as well as those of the bursting German shells, blazed out, even though the air was thick with the fumes and reek of the explosives. Still, our men, who had put in such strenuous work for so many hours, were glad when they were ready to get away, and left the front line to go down the communication trench with as little concern as ever they did, despite the fact that these communication trenches and the second and reserve lines are always constantly bombarded during an attack to try to prevent reserves coming up to the front line.

Fortunately they all got out without a scratch, but they dropped a quantity of their "tackle"—hammers, saws, air-pipes, shovels, and the like—in their hurry, as I discovered afterwards when I left after firing the mine. In order to blow up this mine to form a ready-made communication trench the charges had to be laid in a series, equidistant and of equal amount, except for those nearest our own end, which for safety's sake were made lighter. These charges were connected up electrically "in series" and "in parallel" so that there could be no possible doubt of their exploding as soon as the "exploder" or battery was used. To make doubly sure a fuse had been attached so that if the electrical connections failed the safety fuse could be employed.

The disadvantage of the latter method in a case like this is that the rate of the fire travelling along the safety fuse is one foot in 20 seconds. As our nearest charge to the shaft was some forty feet off it would have been necessary to leave a length sufficient for a minute or two on the fuse to allow the man who lit it to get out, and, as I have pointed out, we were tied down to a minute.

Of course it could have been done with instantaneous fuse, but it would have required all the length to the shaft top from each separate charge, and as the tunnel was exceedingly wet this would not have been practicable.

As it was, we had twelve "leads" or cables coming out of the shaft top which were all marked and numbered so as to prevent any mistake, and all brought to a point behind a thick part of the parapet, where we "rigged up" a few stout poles and props as a covering at any rate against splinters.

Here we crouched and waited the time when our watches (we had three all put by "brigade" time) should come round to 4.29 a.m.

The time came at last, and we pushed down the handles of the exploders. So great was the concussion of the shells dropping at the time that for the life of me I thought the charge had failed, though such a charge or series of charges as we were firing was sufficient to shake down dug-outs several hundred yards away.

To make sure we hurriedly changed the connection on the batteries, using three exploders, one each separate charge, and then when our minute's grace was almost up we gave up troubling further and came out from our improvised shelter feeling that we had failed.

How pleased we were to meet a cheery captain as we went along the front line towards the communication trench, who told us the mine had exploded splendidly!

The captain was now in the same state of excitement awaiting his time to lead his men over the parapet and across to the German lines as we had been waiting for 4.29 a.m.

He was the captain of the second line, who were now mounting the front-line trench, while the front-line fellows were (Continued on next column.)

PENSIONS SCANDAL.

SIR F. MILNER'S BLACK BOOK.

Sir Frederick Milner, speaking at the meeting of the Soldiers' and Sailors' Help Society at Caxton Hall, London, said that the Pay Department was in a state of chaos. He had heard of three cases recently of men who had not received a penny of pay for over twelve months, while there were a number of cases in which no pay had been received for six months or more.

Statistics published some time ago showed that 15,500 men were discharged without a single pension—a most disgraceful state of things—although he was glad to say that that had now been remedied to a great extent.

The bottom of the mischief was that the Pensions Committee was altogether too old-fashioned and too choked with red tape. They came to look upon a soldier more as a number or a machine than as a human being. A soldier is given a number and there the matter ends.

The Navy was every bit as bad in the matter as the Army. A man who was a mine-sweeper contracted double pneumonia, recovered, and was sent miliary sweeping again, and died of double pneumonia and had to be discharged. He was given a pension of 8d a day for one month.

"That," said Sir Frederick, "is a scandalous state of things. When the poor old father appealed and wrote a letter it was not answered. He put the matter into my hands and I wrote one of my highly indignant appeals to the Admiralty. After three or four weeks the Admiralty replied that I had thrown my light upon the matter—I had thrown no new light at all—and that the man would receive 17s a week."

"The man meanwhile, rather than live on his father, obtained work against the doctor's orders and died at his work on the very day that he obtained the increased pension. That man's death lay at the door of the Admiralty."

"They are no more isolated cases," he went on. "I have got a thick book full of them. If I have to be taxed 10s. in the pound I would rather pay the tax than see these men badly treated after the splendid service they have rendered to the country."

General Sir Neville Lytton repudiated the suggestion that the Chelmsford Board treated a man as a number or machine.

OUR MEN IN GERMANY.

LORD NEWTON PROTESTS AGAINST "EXAGGERATION."

The treatment of British prisoners in Germany was discussed in the House of Lords last month on Lord Beresford's request for information.

Lord Macdonnell spoke of the Irish Women's Association sending parcels to 2,700 prisoners and receiving cards regularly in acknowledgment, but Lord Beresford set against this the "ominous fact" that no letters had been received from the Ruhleben Camp for six weeks, and prophesied an outbreak of national indignation here unless the Government took some action.

Lord Newton, in his reply, gave the following figures:—

There are 25,621 military, 1,039 naval, and 4,000 civilians interned in Germany. 1,318 military, 7 naval, and 45 civilian prisoners have died.

In Bulgaria there are 449 British military prisoners. In Turkey 8,857 military, 103 naval, and 16 interned civilians.

One hundred thousand parcels of food go to Germany every week, said Lord Newton, and this gave a good average per man. He could not accept the statement that but for those parcels of food our men would be starved to death. That was an exaggeration, because if it had been true thousands of prisoners would have been kept in good health but for the parcels sent them.

The fact must not be ignored that Germany was blockaded and her own people must be suffering very severely from shortness of food. It was cruel to the relations of the interned men to spread the report that they were being starved to death.

[A week previously Mr. Tennant, in the House of Commons, specially correcting a previous statement, said he was advised that if it had not been for the parcels of food sent to the men from this country they would in many cases have starved.]

He advised noble lords to read the recently published White Paper.

"I have said every line in it and I do not believe it," said Lord Beresford. "I believe what the prisoners of war who have been released have told me."

"Then what was the use of issuing a White Paper at all?" asked Lord Newton. It contained the impartial testimony of American officials. There were bad camps as well as good. Any question of retaliation was out of the question.

already in No Man's Land lying hidden in a ditch.

At last the moment arrived, and the order to charge forward was given, and away they rushed across the open, and in less than half an hour had taken the first three lines of German trenches.

The sappers, too, had rushed out, and were picking up the bodies of the fallen, making the communication trench by which ammunition and reserves could be brought forward to the men in front.

This work brought to light the fact that we had blown in a German gallery within four feet of our own and had killed at least four Germans by the explosion—how many more there might have been in their demolished gallery one could not say.

For our part, tired out by the exertions of the previous few days, it was not long before we were back at billets and fast asleep, and it was a most pleasant reflection as we lay down to rest that we had carried out our work with the best possible results and without a casualty of any kind.

SUBMARINE AGAINST ZEPPELIN.

A TRUE STORY.

[BY A SUBMARINER.]

New-born day had just begun to shoulder back the mists that clogged earth from the early sunlight when a man clad in artificial uniform walked to the edge of the jetty, stretched his arms, gave a mighty yawn, then dropping quickly down a ladder, stepped on board a submarine.

A sailor busy with a hawser on the forepart of the boat was singing in a deep bass—

For many brave hearts are asleep in the deep,

So beware, beware.

Dirge-like was the song, and the lugubrious tone in which the singer drewled it apparently rasping out the final "beware" in some somewhere near his toes, showed that the sailor was in a perfectly happy frame of mind.

"Well," exclaimed the artificer, stopping short to make the remark: "That's a cheerful sort of ditty to start us off with."

A little later a couple of officers and a party of men came over the side of the jetty and took their places on board the submarine. Ropes were cast off, and the boat slid quietly past the grey walls of lowering forts on her way to the open sea.

"Heavens," commented an artilleryman, craning his neck through an embrasure to look after her, and making a grimace as the oil fumes smote his nostrils, "no need to look for them there submarines; you can smell 'em. Their scent's so strong I wonder they don't hunt 'em down wi' dogs."

On and on went the boat, sometimes awash, sometimes submerged, questioning hither and thither about the sea somewhat in the manner of a terrier hunting for rats in a ditch. In truth, it was a rat of a sort that she was in search of: timidly artificial "water-rats" which only left their holes when the coast lay clear, and scurried back into them again the moment danger threatened. Little chance did they give for either terror or bigger dog to get a snap at them.

Our boat had been "watching the holes" assiduously for some time, and in doing this had travelled long leagues from home when "the big thing" happened. She was crawling about as fishes swim and had only her periscopes peeping above water (one might, indeed, well have taken her for a huge predatory fish possessed of eyes that floated at the surface at the end of long antennae), when the field of the periscopes showed a huge body floating between her and the sun.

"A Zeppelin out scouting," reflected the submarine's commander as he studied the image before him. "I wonder if I can get her! At any rate, I'll try," he decided.

Keeping his boat as inconspicuous as possible, for he knew that eyes in the air see deep into the water, the commander gave chase to the great "gas-bag" that sailed above him, apparently unsuspecting of evil. Either the Zeppelin was unwary or she had seen and meant to bomb the submarine. Gradually she dropped lower and lower until she brought herself within gun-range from the sea.

Keenly the submarine's commander watched the airship's manoeuvres, doggedly he followed her, and promptly he noted when he judged her to be within his reach. A pull on the lever and he blew out his tanks, a tilt of the planes and his boat rose to the surface. Up sprang her gun, eager but steadily nerved men "laid" it squarely upon the aerial target a flash from its muzzle, an ear-splitting "bang," and the submarine's crew, watching anxiously the effect of the shot, saw the great airship stagger. "Bang," went the gun again, and once more the Zeppelin was hit. The gunners could see that she was trying vainly to increase her altitude and get away, so they gave her another dose—and this finished her. The huge silver envelope began to sag heavily, then fell like a bird that has been winged by a Fowler.

A queer and any kind of combat this fighting history—between a ship designed to battle under water and a ship designed to battle in the air. But the under-water craft had been handled so cleverly that the airship failed to hit her and received a death wound herself. As she collapsed, a tangled, helpless mass, upon the water, the submarine's crew forgot for a moment their stoic self-control and cheered with delight. Fervent, too, was their exultation, for had they not accomplished a feat never achieved before? Victory, however, did not make them unmindful of the British Navy's humane practice of saving the lives of beaten foemen whenever possible. By working energetically at the job they brought on board the submarine as many of the Zeppelin's crew as they could find.

Longer search was made impossible by an interruption that could not be ignored. A six-inch shell shrieked angrily over the boat and plunged into the sea just beyond her. It came from an enemy cruiser which was tearing wrathfully towards the scene of the fight, intent upon destroying the victor in it, and in no mood to discriminate whether its shells fell upon foes only or upon friend and foe alike.

Submarines are "slink" of movement. This one was commanded by a master of his craft, who had no intention of marring a notable success by losing the boat that won it.

"Down you go," said he to his prisoners, pointing towards the conning tower.

"What, in there?" exclaimed one of them aghast.

"Yes, and quick about it." Although they did not at all like it, the prisoners were jammed into the interior of the boat, whither the commander followed them, closing the conning tower behind him, and the submarine dived with a celerity that, as one of them later admitted, frightened the captives half out of their lives.

(Continued on next column.)

GEN. SMUTS' NEW CONQUEST.

GEN. OF GERMAN EAST AFRICA.

Wilhelmstal, the capital of the Usambara Highlands, has been occupied by General Smuts, and as the enemy are reported to have abandoned its support, Tanga, it would appear that the whole of this region, the most settled and most prosperous part of German East Africa, will shortly be in undisputed possession of the British.

Its healthy climate, picturesque valleys and mountains, and luxuriant vegetation attracted attention to Usambara from the first establishment of German rule, and its nearness to the coast rendered it easily accessible. To-day it possesses scores of thriving plantations, pleasant and well-built towns, excellent roads, and a biological station reputed to be the best equipped in Africa. Its European population is about 3,000.

Bordered east and west by arid scrub-covered steppes, north by open country and south by dense jungle, the Highlands form an oasis in the wilderness, extending south-east and north-west for 75 miles, they vary in breadth from 12 to 45 miles. The hills rise abruptly 1,500ft. to 1,700ft. from the surrounding plain, and the most lofty peaks are over 7,500ft. above the sea. The valleys, deep and narrow, through which rush picturesque torrents, and the hillsides are under cultivation; the native population is dense, and long before the coming of the white man they had flourishing and extensive *shambas*. Soon after the proclamation of the German protectorate a site in one of the south-western valleys was chosen as a Government post. Named Wilhelmstal, in honour of the Kaiser, it has grown into a considerable town, with fine public and private buildings and all the amenities of a European city.

The development of Usambara has been due chiefly to private enterprise. In the early days of the protectorate, when the Reichstag persistently rejected votes for colonial railways, German capitalists found the money to build a line from the coast to the Highlands. Begun in 1893, the first section was opened in 1896. Tanga, the port chosen as the starting point of the railway, benefited greatly from that decision. Its exports so increased—they were valued at 2750,000 in 1913—that they were worth more than double the exports from any other port in German East Africa. As the railway crossed the 20-mile deep, jungle-covered coast plain rubber and sisal plantations sprang up along its line, and when the Highlands were reached other plantations were laid out. Of these the most remunerative have proved to be coffee, banana, and tobacco plantations. European fruits and vegetables thrive. A valuable trade in timber, chiefly cedar, has also been developed in Northern Usambara.

Whatever the civilists awaiting European enterprise in other parts of the protectorate, Usambara flourished from the first, and besides Wilhelmstal half-a-dozen other model little towns were founded—towns to which the German planter brought his wife, and in which he brought up his family. For the last 10 or 12 years the Government, too, had lavished brains and money on Usambara. In the interests of the regular supply of labour they intervened to protect the native plantations workers from too harsh treatment by their white overseers, and at Amami they established an institute for biological, agricultural, and general scientific purposes which has won a wide and well-deserved reputation. The immense sums which would have been needed to build the railway through the mountains led to the line skirting their western base, but by constructing first-class roads, on which a motor service was maintained, or by means of light lines, the settlements were provided with ready means of access to the main line. As few plantations are more than 15 miles from the railway the cost of transport is reduced to a minimum.

A considerable amount of British capital—over £2,000,000—has been invested in the development of Usambara, and a few British were among the settlers, though most of the British plantations were in the Moshi region farther north and nearer the frontier of British East Africa.

Next in importance to Wilhelmstal among the towns of Usambara is Korogwe. It is on the southern part of the Highlands, and on the north bank of the Pangani, the river which receives most of the streams which water the Highlands. General Smuts's forces are within 50 miles of the town, north of which lies the most fertile valley in Usambara. This valley, six miles across at its mouth, is that of the Wengera river and it affords the only, and the readiest, means of access to the Highlands, otherwise than by directly climbing the sides of the hills, as they rise in steep escarpments from the plain. This valley serves rather to isolate the south-eastern part of Usambara.

Usambara, it will be seen, is not only a beautiful, healthy, and fertile region, but a natural mountain stronghold, admirably adapted for defence, and at the outset of the campaign the Germans were thought likely to make their chief stand-in its fastnesses.—Times

When the cruiser reached the spot she found there only the willed-up remnants of a Zeppelin. Gone was the submarine, swallowed completely by the sea; and not a trace of her visible anywhere. Through the chilly depths she was speeding for home with her good news—and a batch of much-frightened prisoners to corroborate it.

Nor did the cruiser stay long around searching for her. Over the edge of the horizon leaped certain black hulls, and the cruiser promptly put on her best speed to escape the sting of seneschals that buzzed viciously along in her wake.—Daily Mail

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SHIPPING IN PORT

STEAMERS.

BRISBANE, British str., 710, E. E. Mac Lellan, 27th June—Bangkok 19th June, Rice and General.—Order.

CHINGCHOW, British str., 1,105, Jas Doyle, 4th July—Fort Paravel 1st July, Cement Stone.—Shewan, Tomes & Co.

CHUHSING, British str., 1,189, Jarrett, 15th July—Tientsin 9th July, General.—Jardine, Matheson & Co.

CHUHSING, British str., 1,180, F. E. Jarrett, 18th June—Tientsin 11th June, General.—Jardine, Matheson & Co.

DAIYA MARU, Japanese str., 1,735, 23rd June—Mojito 16th June, Coal.—Mitsui Bussan Kaisha.

ESANG, British str., 1,127, W. P. Baker, 16th June—Wuhu 12th June, Rice.—Jardine, Matheson & Co.

FROSTA, Danish motorship, 3,330, Raun, 28th June—Singapore 23rd June, General.—Thoresen & Co.

GERMINI, British str., 1,366, F. H. Davis, 21st June—Wakamatsu 15th June, Coal.—Order.

HACHIRO MARU, Japanese str., 1,835, Ishida, 16th July—Mojito 10th July, Coal.—Mitsui Bussan Kaisha.

HINSANO, British str., 1,889, H. C. Kennedy, 12th July—Sandakan 7th July, General.—Jardine, Matheson & Co.

HONCHO MARU, Japanese str., 2,261, Suzuki, 18th July—Baliap 10th July, General.—Dodwell & Co.

HONGKONG, French str., 730, A. Marguerite, 15th July—Haiphong 13th July, General.—A. R. Marty.

JINJU MARU, Japanese str., Yatsuya-nagi, 25th June—Chingwantao 17th June, Coal.—Dodwell & Co.

KENKON MARU, Japanese str., 2,150, Kaneko, 16th July—Tsingtau 9th July, Coal.—Mitsui Bussan Kaisha.

KINKASAN MARU, Japanese str., 1,304, Koyumi, 6th July—Miki 30th June, Coal.—Mitsui Bussan Kaisha.

KIRIN MARU, Japanese str., 3,763, T. Sasaki, 27th June—Singapore 21st June, Cotton.—Nippon Yusen Kaisha.

KIUKI MARU, Japanese str., 990, Massey, 5th July—Karatu 26th June, Case Oil.—Order.

KWANTAI, Chinese str., 1,533, C. Stewart, 4th July—Shanghai 1st July, General.—Order.

LARRETS, British str., 1,340, A. Jenkins, 15th July—Saigon 11th July, Rice.—Order.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

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LIANGCHOW, British str., 1,227, Benson, 16th July—Bangkok 9th July General.—Butterfield & Swire.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to HEIRA, DELAGOIA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG 28th July. Connecting with "GUJARAT" FROM COLOMBO 17th Aug.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to HEIRA, DELAGOIA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and despatching the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

FROM HONGKONG - S.S. "SALAMIS" 16th August. For Rates of Freight and Passage apply to-

THE BANK LINE, LIMITED.
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer Sails

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to-

THE BANK LINE, LTD.

OR TO RHEISS & CO., CANTON.

GENERAL AGENTS

Hongkong 11th April, 1916.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR SHANGHAI, SWATOW, AMOY AND FOOCHOW AND RETURN. On 20th July, 4 P.M. On 21st July, 10 A.M. On 22nd July, 10 A.M. On 23rd July, 10 A.M. On 24th July, 3 P.M. On 25th July, 4 P.M. On 26th July, 4 P.M. On 27th July, 4 P.M. On 28th July, 4 P.M.

MANILA LINE - WIN-SCHLW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

For Freight or Passage apply to- BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in saloons and cabins and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"HAICHING" Capt. W. C. Passmore FRIDAY, 21st July, at 2 P.M.
"HAITAN" Capt. J. S. Thomson TUESDAY, 24th July, at 2 P.M.
"HAIPHONG" Capt. J. W. Evans FRIDAY, 28th July, at 2 P.M.

Agents: DOUGLAS LARPAK & CO., GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANTHA" 5,192 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 26th July.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 10th July, 1916

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	from	1916	1916
COLOMBO	July 28	Through Steamer	Sept. 1	Sept. 10
NANKIN	Aug. 11	"KAISAR-I-HIND"	Sept. 11	Sept. 18
NOVARA	Aug. 25	"MOOLTAN"	Sept. 25	Oct. 2
NORE	Sep. 8	"KASHGAR"	Oct. 8	Oct. 16
NAMUR	Sep. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 6	Nov. 18
NOVARA	Oct. 20	MOHRA	Nov. 20	Dec. 2
NORE	Nov. 3	Through Steamer	Dec. 3	Dec. 15
NYANZA	Nov. 17	"MONCOLIA"	Dec. 17	Dec. 24

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NORE	TUESDAY, 1st August.
MALTA	WEDNESDAY, 10th August.
NAMUR	THURSDAY, 24th August.
SARDINIA	FRIDAY, 9th September.

Passengers may travel by Railway in Japan between Ports of Call free of charge.

Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
	about	about	if sailing about	about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PARR,

Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MISHIMA MARU Capt. S. Nishimura 18,000	18,000	THURSDAY, 20th July, at Noon
	SUWA MARU Capt. T. Sakino 21,000	21,000	THURSDAY, 3rd Aug., at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	KAMAKURA MARU Capt. T. Kusano 18,400	18,400	TUESDAY, 8th Aug., at 4 P.M.
	YOKOHAMA MARU Capt. Shinohara 12,500	12,500	WEDNESDAY, 30th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, LAMHOANG, HONGKONG, INLAND, TOWNVILLE, BILBAO	AKI MARU Capt. K. Yoshikawa 12,400	12,400	TUESDAY, 15th Aug., at 11 A.M.
	TANGO MARU Capt. S. Takano 15,500	15,500	TUESDAY, 12th Sept., at 4 P.M.
CALCUTTA via SINGAPORE, KANUNO and LANGKAT	COLOMBO MARU Capt. Noro 8,000	8,000	SUNDAY, 30th July
BOMBAY via SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Kobayashi 8,000	8,000	TUESDAY, 25th July
KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai 8,500	8,500	MONDAY, 31st July
SHANGHAI and KOBE	RANGOON MARU Capt. Imai 11,500	11,500	THURSDAY, 20th July
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano 15,500	15,500	SAURDAY, 12th Aug., at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	YIYO MARU Capt. K. Syeda 12,500	12,500	SUNDAY, 30th July, at 10 A.M.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRAN, CISCO, PANAMA and COLON.

For Further Information apply to-

NIPPON YUSEN KAISHA,

K. MORI, MANAGER.

Telephone Nos. 82 and 293



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong-Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
KWANTO MARU	22,000 - 21 knots	FRI 21st July Noon
TENYO MARU	11,000 - 15 knots	THURS, 3rd Aug. 10.30 A.M.
NIPPON MARU	22,000 - 21 knots	TUES, 15th Aug Noon
ANYO MARU	13,600 - 15 knots	TUES, 15th Sept Noon
PERSEA MARU	9,000 - 14 knots	THURS, 31st Sept. 10.30 A.M.

† Via MANILA, Omitting Shanghai

* Cargo only.

† Proceeding to South American Ports.

‡ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CAI LAO, ARICA, IQU, QUE and VALPARAISO.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 19,500 - 16 knots ... TUESDAY, 12th Sept. For Full Particulars as to Passage and Freight, apply to-

K. DOI, AGENT,

King's Building, 1213

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

Fortnightly SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

Fortnightly SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... ATHOS ... On or about 23rd July.

HOMeward

MARSEILLES via HAIPHONG, TUNIS and SAIGON ... ATLANTIQUE ... On or about 23rd July. (Without Transshipment)

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

TELEPHONE 740



O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM

HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

"MEXICO MARU" ... FRIDAY, 26th July, at 3 P.M.

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWITZERLAND, AND COLOMBO.

"INDO MARU" ... SUNDAY, 30th July, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SUPABAYA, SAMARANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAIPEI, VIA SWATOW AND AMOY.

"KAIJO MARU" ... SUNDAY, 2nd July, at Noon.
"BORHU MARU" ... WEDNESDAY, 2nd Aug., at 9 A.M.

Proceeding to Amoy and Tamsui.

Proceeding to Tamsui via Swatow and Amoy.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to-

H. YAMAUCHI,

MANAGER,

No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 25th July, 11 A.M.	On 27th Aug., 11 A.M.
ST ALPANS	On 27th Aug., 11 A.M.	On 4th Oct., 11 A.M.
EASTERN	On 27th Aug., 11 A.M.	On 4th Oct., 11 A.M.

All Steamers fitted with wireless phy. Tel.

The above Steamers are fitted with Refrigerative Machinery, examine a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS

